

Monaro

by Holden



**Australia's first
sports machine**

HOLDEN

Monaro GTS '327'

A new power is loose in the land.

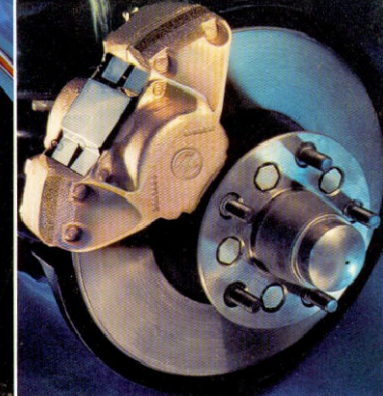
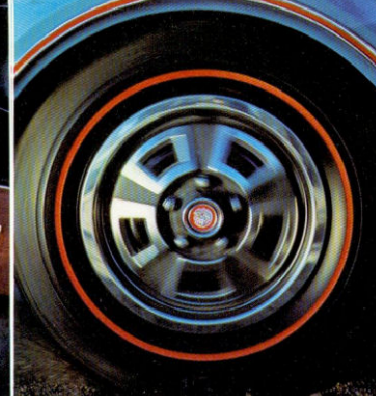
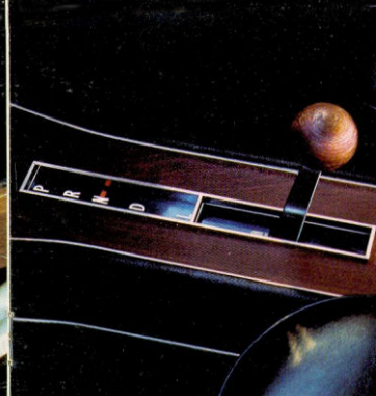
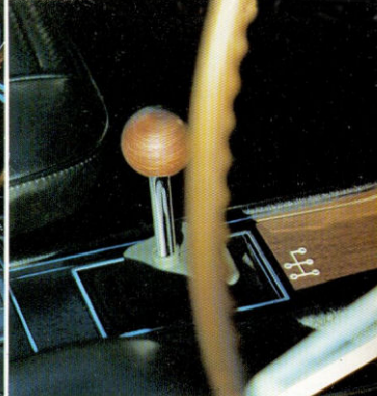
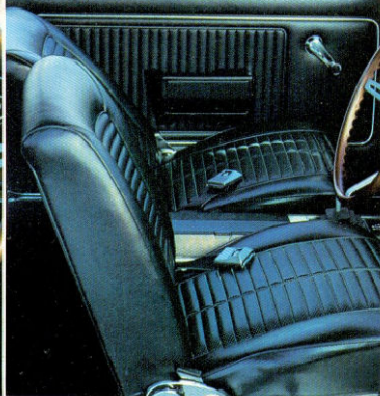
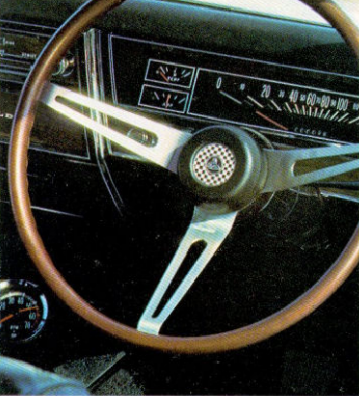


THE COLOUR IS BRIGHT BLUE METALLIC — EXCLUSIVE TO GTS MODELS.

HOLDEN
Monaro GTS
Out to drive you wild.



THE COLOUR IS WARWICK YELLOW — EXCLUSIVE TO GTS MODELS



Sports steering wheel

Looks like wood. Feels like wood. Isn't. So it won't splinter like wood. Standard on GTS models. As is full instrumentation.

Form-fitting buckets

You slip through wide-opening doors into fat but firm buckets. Fully contoured with soft multiple pleating. Recliners are optional.

Manual sports console

All-synchro 4-speed change with console and tach, standard on GTS models. Special close ratio high-performance version with V8's.

Automatic floor console

Powerglide on the floor. They don't come any smoother. You can order it with the '186', '186S' and 5 litre V8 engine.

Rally tuned suspension

GTS models have increased-rate front springs. The GTS '327' has special rear axle radius rods to take the toughest rally-style driving.

Disc brakes

Power assisted front discs are standard GTS stoppers. They're both self adjusting and virtually fade free.

Man seeks excitement by instinct. Monaro GTS supplies it by design.

For those who feel the world has gone a little grey we present Monaro. Australia's first sports machine. Designed by Holden in three exciting versions. So that one of them is right for any kind of driving. Monaro GTS '327' and Monaro GTS (covered on these two pages). And Monaro. Three sports machines with different driving personalities. One of them yours.

Monaro is fully covered further on pages 10 and 11. Right now let's talk GTS models. The swash-bucklers of the Monaro movement. And we don't just mean the way they grab your eye.

We mean great big bucket seats in glistening Sadlon. A racing style four-on-the-floor in a handsome console. Full instrumentation—tachometer, oil gauge, water temperature gauge, ammeter and 140-mph speedo. Woodgrain on the steering wheel, instrument panel and floor console. Heater/demister. Carpeting all over. Generous side armrests.

We mean a range of custom features that'll give you all the extra dolce vita you could wish for. Air-conditioning by Frigidaire. Recliners for your buckets. The works. See the full list further on.

But most of all we mean performance. Exactly how potent is up to you. The power game starts briskly with the 145-hp '186S' engine and ends with the throb of a 250-hp V8 found only in the Monaro GTS '327' (along

with other exclusive goodies listed a little later). If you'd like more shuffle on the GTS order it in the tuned and ticking shape of our 5-litre 210-hp V8.

It all springs to life with incredible smoothness. Wide track and low slung design builds in road clutching tenacity. Gives Monaro clinging power on curves, superb straight-line tracking.

Power-assisted front discs are standard. As is highly responsive fast ratio steering. All of which makes handling crisp and easy. So there's no need to tremble every time your wife wants to drive it to the supermarket.

Which brings us to another item of special interest to the fairer sex. Colours. There are four, including two new stunners we dreamed up especially for the GTS models. Bright Blue Metallic and brilliant Warwick Yellow (both to be seen on previous pages). Silver Mink Metallic and Picardy Red complete a striking quartet.

GTS trademarks of a more rugged nature are sport wheel discs, premium recline tyres and rally stripes for those who want them. All are standard items.

Talking of tyres, Monaro gives you a wealth to choose from. All are on 14" wheels, they range from 6.95 through 7.35 to D70 wide ovals. Four or six ply, Nylon or Rayon, radial or cross-ply brands are available.

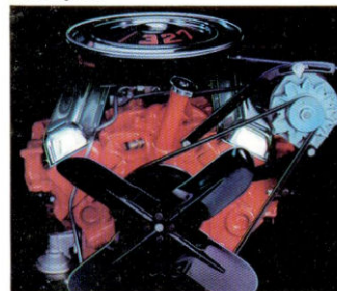
Make your choice from the custom features chart at the rear of the catalogue.

The Monaro GTS '327' What makes it tick?

327 cu.in. 250 h.p. V8.
61 amp. hr. heavy duty battery
4-speed manual high-performance, close ratio transmission with floor console
3.36 or 3.08:1 rear axle, with limited slip differential
Special rear axle radius rods
Wide 6.00J x 14 rally type wheels
D70 x 14 (Premium-H) special high-speed, wide oval, red band tyres
Low-restriction air cleaner, dual exhaust system
Twin exhaust tail pipes, each with dual chrome outlets
That's what makes it tick.

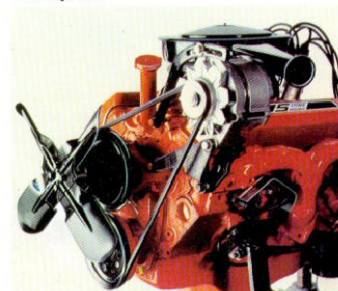
We're not quoting performance figures, but the word for them is shattering. For the first time, Australia has a full-production car designed for drivers who know what they're doing. It's more than hairy looks and horsepower; more than just an engine. The suspension and running gear changes are all made to put the power on the road and keep it there. The '327' starts well, goes hard, corners flat and stops safely. And it's still lush enough to eat long trips in genuine Gran Turismo fashion.

250 hp V8



A little something we whipped up for the GTS '327'. With 4-barrel down-draft carburettor, chrome rocker covers, chrome air cleaner, low-restriction exhaust system. Turns out 250-hp at 4,800 r.p.m. on compression ratio of 8.75:1. Comes hooked up to a high-performance 4-speed transmission with floor shift. Twin exhaust pipes with dual chrome outlets plus a '327' badge tell the world you're a power to be reckoned with.

210 hp V8



Optional all models except GTS '327'. Five litres displacement. 210-hp at 4,800 r.p.m. on a compression ratio of 8.75:1. Hydraulic valve lifters, camshaft contoured for lively performance plus economy. Comes with 2-barrel down-draft carburettor, automatic choke, and limited slip differential for superb control on corners. Your choice of transmissions—4 speed manual or Powerglide automatic.

Power Equipment Chart. How quick or how economical you make your Monaro is up to you. Whatever your needs there's an engine and transmission to suit you.

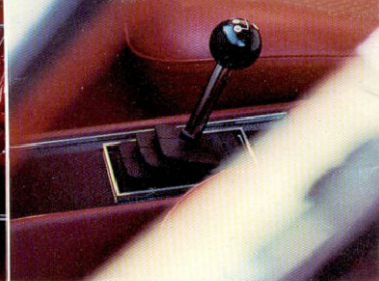
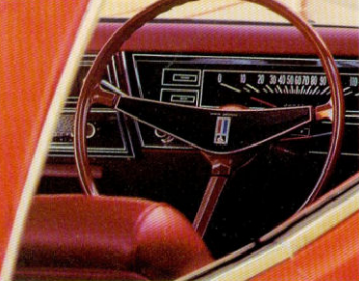
Engine	Transmission	Column or Floor Shift	Rear Axle Ratio	Limited Slip Differential Optional
MONARO GTS '327' V8	All-synchro 4-speed manual (high performance)	Floor	3.36 or 3.08	Mandatory
MONARO GTS '186S'	All-synchro 4-speed manual (high performance)	Floor	3.36	Yes
5 Litre V8	All-synchro 4-speed manual (high performance)	Floor	3.36 or 3.08	Mandatory
MONARO '181'	Standard 3-speed manual	Column	3.55	Yes
	All-synchro 3-speed manual	Column	3.55	Yes
	All-synchro 4-speed manual	Floor	3.36	Yes
'186'	Standard 3-speed manual	Column	3.55	Yes
	All-synchro 3-speed manual	Column	3.55	Yes
	All-synchro 4-speed manual	Floor	3.36	Yes
'186S'	Standard 3-speed manual	Column	3.55	Yes
	All-synchro 3-speed manual	Column	3.55	Yes
	All-synchro 4-speed manual	Floor	3.36	Yes
5 Litre V8	All-synchro 4-speed manual (high performance)	Floor	3.36 or 3.08	Mandatory

Standard power train printed in blue.

HOLDEN
Monaro

You can make it anything you like...except dull.





Flight deck

Monaro's padded instrument panel puts everything where it's easiest to see. Instruments and controls are recessed for safety.

Bucket seats

GTS style bucket seats are standard in Monaro. As are thickly padded side armrests. Note that luxury trim extends to doors.

4 on the floor

Gentlemen with the gift of the grab will specify an all-synchro 4-speed box with stick shift in a sporty console.

Spacious rear seat

Tailored in pleated Sadlon to match front buckets. And just as soft. Monaro's extra big doors make getting there easy.

Tachometer

Order a floor shift in your Monaro and a tachometer — like the one in this GTS console — can be added at modest extra cost.

Push button radio

11-transistor, high fidelity radio. For other extra pleasure items ask about the wide range of Nasco accessories.

Now you can keep a sports machine... and keep a family too.

Maybe you feel a man should be able to buy a sporty looking car without having to buy a swag of specialist performance gear as well. We feel the same way.

That's why we make a Monaro like the beauty you've just passed. A car born with all the sporting flair of the GTS models but with a dash of economy to put it within the reach of anyone.

And the great thing is you can make this Monaro just about anything you like... except dull.

Engines, for instance, go through four stages from the economy champion '161' to a 5-litre V8 that puts 210-hp on the bitumen. In gear boxes you can be conventional with a three speed manual or drop in an all-synchro four-on-the-floor with console and a tacho, that talks sense. Or live a life of ease with automatic-on-the-floor.

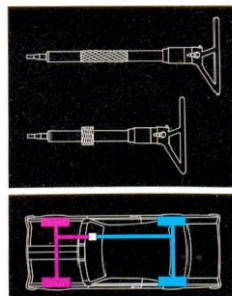
Other goodies Monaro makes with are big self-adjusting drum brakes or power assisted discs up front. A big range of fat tyres right up to D70's which come with rally wheels. And best of all, standard bucket seats built GTS-style — plump and form fitting in soft-pleated Sadlon.

And we haven't neglected the practical side of things. Like giving you extra big doors that open wide, a plush rear seat with plenty of room and easy to get at, and a 26 cu.ft. boot so that your fun car can also be your holiday car.

It's also good to know that while we designed Monaro to create excitement we put safety first.

Every model comes equipped with the full Holden safety package and no car in their class comes safer than that.

It includes the exclusive energy-absorbing steering column that compresses as much as 8" on heavy impact. Dual circuit braking. Double sided safety rims. Knock-out type and shatterproof inside mirror. Heavily padded interior with low profile switches and controls. You'll find the full list in specifications.



A final word. Remember Monaro is a Holden. Making it heir to all the dependability and unmatched service availability of Australia's Own Car. Just a couple more reasons why those high priced machines from over the seas will have to look to their laurels.

Specifications.

ENGINES:
'161' Engine: Standard on Monaro. 6 cylinders. Bore & Stroke 3.375 x 3.00 ins. Capacity 161 cu. ins. Max. b.h.p. 114 @ 4,400 r.p.m. Max. torque 137 lbs. ft. @ 2,000 r.p.m. Compression ratio 9.2:1. (Also available with compression ratio 8.2:1. Max. b.h.p. 108 @ 4,400 r.p.m. Max. torque 146 lbs. ft. @ 2,000 r.p.m.) SAE (or RAC) rating 77.3 h.p.
'186' Engine: Available on Monaro. 6 cylinders. Bore & Stroke 3.625 x 3.00 ins. Capacity 186 cu. ins. Max. b.h.p. 126 @ 4,200 r.p.m. Max. torque 181 lbs. ft. @ 1,600 r.p.m. Compression ratio 9.2:1. SAE (or RAC) rating 91.5 h.p.
'186S' Engine: Standard on Monaro GTS. Available on Monaro. 6 cylinders. Bore & Stroke 3.625 x 3.00 ins. Capacity 186 cu. ins. Max. b.h.p. 145 @ 4,600 r.p.m. Max. torque 184 lbs. ft. @ 2,200 r.p.m. Compression ratio 9.2:1. SAE (or RAC) rating 91.5 h.p.
5 litre V8 Engine: Available on Monaro and Monaro GTS. 8 cylinders. Bore & Stroke 3.875 x 3.25 ins. Capacity 307 cu. ins. Max. b.h.p. 210 @ 4,600 r.p.m. Max. torque 300 lbs. ft. @ 2,400 r.p.m. Compression ratio 8.75:1. SAE (or RAC) rating 48.0 h.p.
'327' V8 Engine: Standard and only available on GTS 327. 8 cylinders. Bore & Stroke 4.00 x 3.250 ins. Capacity 327 cu. ins. Max. b.h.p. 250 @ 4,800 r.p.m. Max. torque 325 lbs. ft. @ 3,200 r.p.m. Compression ratio 8.75:1. SAE (or RAC) rating 51.2 h.p.
FUEL SYSTEM: The '161' and '186' engines have a Bendix Stromberg one barrel downdraft type carburettor. '186S' has a two barrel Bendix Stromberg. The 5-litre V8 a two barrel Rochester. The '327' a four barrel Rochester. Fuel tank capacity 16.5 gallons.
ELECTRICAL SYSTEM: 12 volt battery. 44 amp. hour capacity on 6 cylinder engines. 53 amp. hour on 5 litre V8. 61 amp. hour on 327 V8. all 60 20 hour rating. 35 amps. alternator. Optional heavy-duty batteries — 53 amp. hours on 6 cylinder engines and 61 amp. hours on 5 litre V8.
MANUAL TRANSMISSIONS:
Monaro: 3-speed column shift with synchromesh on 2nd and 3rd is standard. Monaro GTS: 4-speed floor shift in floor console is standard. Monaro GTS '327': 4-speed high performance, close ratio floor shift in floor console is standard.
AUTOMATIC TRANSMISSION: Powerglide. Available on Monaro with either column or floor shift. On Monaro GTS with floor shift only. Not available on Monaro GTS '327'. Hydraulic torque converter with planetary gear system.
BRAKES: Four wheel hydraulic, with dual master cylinder feeding separate hydraulic systems for front and rear brakes.
Monaro: Drum brakes are standard with bonded linings, total effective lining area 136.62 sq. ins. Power brakes and power-assisted front wheel discs are optional custom features.

Monaro GTS and GTS '327': Power-assisted front disc brakes are standard. Both types of brakes feature automatic adjustment.
FRONT SUSPENSION: Independent, short and long arm type, coil springs with increased rate on GTS and GTS '327' and with V8 engine. Stabiliser bar. Direct-acting shock absorbers.
REAR SUSPENSION: Semi-elliptical rear springs. Monaro: 5 leaves. Monaro GTS and GTS '327': 4 leaves.
Direct-acting shock absorbers. Monaro GTS '327' features special radius rods. Heavy-duty rear springs are available on Monaro. Also Superlift rear shock absorbers, which allow adjustment of vehicle level under load, are available on Monaro and Monaro GTS.
STEERING: Energy-absorbing steering column and shaft. Recirculating ball steering gears, life lubricated. Gear ratio on Monaro: 20:1. Gear ratio on Monaro GTS and GTS '327' is 16.7:1. 36.5 ft. turning circle. Optional power steering with fast ratio steering gear available on all models.
WHEELS AND TYRES: Wheels are short spoke disc type, size 5.00J x 14 on Monaro and Monaro GTS. 6.00J x 14 on GTS '327'. Double sided safety rims. Tubeless 6.95 x 14 x 4 ply low profile rayon tyres are standard on Monaro. 6.95 x 14 Nylon Premium tyres with red band are standard on GTS. D70 x 14 Nylon High-Speed tyres with red band standard on GTS '327'.
DIMENSIONS: Wheelbase 111.0". Track front and rear 57.12". Overall length 184.8". Height 54.6". Overall width, 71.8". Minimum ground clearance 7.3". Approximate kerb weight, Monaro 2,866 lbs., Monaro GTS 2,940 lbs., Monaro GTS '327' 3,295 lbs.
SAFETY FEATURES: Exclusive Energy-Absorbing Steering Column. Dual Circuit Braking. Double Sided Safety Rims. Fusible Link Wiring. Two-speed Electric Windshield Wipers. Electric Windshield Washers. Glare-reducing interiors and windscreen wipers. Back-up Lamps. Outside Rearview Mirror. Positive Crankcase Ventilation. Front Seat Belt/Sash Belts. Recessed Instruments and Controls. Safety-type Door Locks. Inside Rear View Mirror. Knockout type, and Shatter-proof. Extensive Safety Padding. Collapsible Survivors. Self-adjusting brakes. "Modified Zone" Windshield.
THE GMS WARRANTY:
Protects your Holden for 12 months or 12,000 miles. In addition, the GMS Guardian Maintenance Plan provides for free inspection and adjustment by your GMS Dealer at the first 2,000 miles. Confidential Time Payment. General Motors Acceptance Corporation provides confidential time payment facilities through Holden Dealers.
PLEASE NOTE:
Details of new Holden Monaro specifications are correct as at the time of printing, but the right must be reserved to alter equipment and specifications without notice.
GMS
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When it comes to custom features, Monaro goes all the way. Check the chart to see what's available on the model of your choice.
STD = standard equipment.
YES = available as extra-cost custom feature.
NA = not available this model.

	MONARO	MONARO GTS	MONARO GTS '327'
PERFORMANCE			
Disc Brakes — power assisted	YES	STD	STD
Power Brakes (with low pedal)	YES	NA	NA
Power Steering	YES	YES	YES
Tachometer (only with floor shift and deleted for air-conditioning)	YES	STD	STD
Rally Wheels — 6.00J x 14 (only with D70 tyres)	YES	YES	STD
Special Instrument Cluster	YES	STD	STD
Limited Slip Differential (See Performance Chart Page 7)	YES	YES	STD
Superlift shock absorbers	YES	YES	NA
Heavy duty front and rear springs	YES	NA	NA
Heavy duty wheels	YES	YES	NA
Heavy duty battery (standard with V8 or air-conditioning)	YES	YES	STD
Heavy duty air cleaner ('161' and '186' engine only)	YES	NA	NA
STYLING AND LUXURY			
Sports Wheel Discs	YES	STD	STD

	MONARO	MONARO GTS	MONARO GTS '327'
Radio 11 transistor manual	YES	YES	YES
Radio 11 transistor push-button	YES	YES	YES
De Luxe Heater/Demister	YES	STD	STD
Air-Conditioner (not with '161' engine, deletes tachometer on GTS)	YES	YES	NA
Vinyl Roof — Off-white or Black	YES	YES	YES
Tinted Windshield	YES	YES	YES
Laminated Windshield	YES	YES	YES
Reclining front seats	YES	YES	YES
TYRES			
6.95's			
4 ply rayon — blackwall	STD	NA	NA
4 ply rayon — white band	YES	NA	NA
Nylon Premium — blackwall	YES	NA	NA
Nylon Premium — white band	YES	NA	NA
Nylon Premium — red band	YES	STD	NA
17's			
Radial tubeless — blackwall	YES	YES	NA
7.35's			
4 ply rayon — blackwall	YES	NA	NA
4 ply rayon — white band	YES	NA	NA
Nylon Premium — blackwall	YES	NA	NA
Nylon Premium — white band	YES	NA	NA
Nylon Premium — red band	YES	YES	NA
D70 Nylon High-speed red band (only with rally wheels)	YES	YES	STD



Out to drive you wild